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WASHINGTON EDITORIAL CORRESPONDENCE.

A pleasant railroad ride of hundreds of miles from the capital of Kansas to the capital of the great nation of the United States of America, has impressed me with the idea that a very brief description of the same might have some interest to some of the readers of THE ADVOCATE who have an acquaintance with the subscriber, and, moreover, it becomes a solid satisfaction to say a word concerning the lines of road over which I traveled in making my journey.

On the 27th I boarded the Atchison, Topeka & Santa Fe at Topeka, at 4:05 p. m., and on the trip of sixty-seven miles to Kansas City stops were made only at Lawrence, Holliday and Argentine.

It were idle to descant upon the merits of this great system which, from Chicago to San Diego in Lower California, makes a traverse of 2,392 miles, and whose other main lines and branch roads cover such a vast amount of railroad mileage as to make it our great thoroughfare.

Leaving Kansas City on the Chicago & Alton at 8:40 p. m., St. Louis was reached on the morning of the 28th at 7 o'clock, the distance being 323 miles.

This road is certainly one in great favor with the constantly traveling public, and its palace reclining chair cars, free of charge, with its attentive and courteous assistants, challenges for it the highest regard of those who know it. It has branch lines and local connections with the Ohio & Mississippi, the Peoria, Decatur & Evansville, the Lake Erie & Western, the Big Four Route, and the Illinois Central R. R. It has seven connections with railroads running north northwest from Chicago, and the same number of east and northeastern connections from Chicago.

It was the pioneer dining car line and it has devolved upon its management to so perfect its service on its bill of fare as to give it a pre-eminence on that line of affairs. Between Kansas City and Chicago, and St. Louis, it is stone ballasted and it uses the "Wharton safety" and the famous inter-locking switches. Its Kansas City and St. Louis line crosses the Mississippi at Louisiana, Pike county, Missouri, and on the west side of Illinois it passes through the counties of Greene, Jersey and St. Claire. It has Pullman cars costing \$40,000 each.

Cars on the Ohio & Mississippi railroad left St. Louis at 8:00 a. m. on the 28th, and arrived at Cincinnati at about 6 o'clock in the evening. Among the most important places on this line in Illinois are Sandoval, Flora, Olney and Lawrenceville, the last named place being on the Wabash river. The train stopped

for dinner at Vincennes, Indiana, on the east bank of the Wabash, an old French town of very early settlement. The depot here is a grand structure, and in striking contrast to the "William Henry Harrison House," which was its depot when I first saw Vincennes, about thirty-seven years ago. This precious relic—the "Harrison House"—is now in proximity with the city water works, and when built, was the best building in Indiana, is now quite sacredly cared for. In 1854 thousands of acres of "graduated land" lying east of Vincennes, were sold at 12½ cents per acre, a part of which may now be said to meet the description of "a wilderness blossomed into a rose."

The O. & M. road follows a long distance on the west bank of the White river ere it crosses it at the thrifty town of Shoals, the county seat of Martin county. Between Vincennes and Shoals is Washington, the beautiful shire town of Daviess county. Eastward, in Indiana, were the vigorous towns of Seymour and North Vernon in Jackson county, and beyond, on the line in Ohio, ere Cincinnati was reached, were Osgood, Aurora and Lawrenceburg.

At Cincinnati, to Washington, D. C., a distance of 553 miles, passage was taken at 7 o'clock p. m. on the 28th, and the federal city was reached at 2 p. m. on November 29, over the glorious Baltimore & Ohio, a ride over which charming route is a something never to be forgotten by the appreciative traveler, who is attracted to the beauties of nature and of art, and who, in a keen and neat appreciation of nature's works looks up and through them to nature's God.

About 100 miles east of Cincinnati the town of Chillicothe, which was the home of ex-Senator, ex-Governor "Rise Up Bill Allen," was reached, and about 100 miles farther east is Parkersburg, an objective point of much prominence. The Hocking valley of Ohio lies between these points, and its great mineral resources have attracted the attention of expectant and plethoric capitalists both in the old and in the new world.

Grafton—299 miles east from Cincinnati—is the great eating house for the west bound travelers on the Burlington & Quincy; and Cumberland, Maryland,—401 miles from Cincinnati—has the immense eating house for the tourists going east.

Tourists who visit the eastern continent for gratifying scenery, and those who visit the Rocky mountain region in Colorado, in Wyoming and in the states traversed by the Northern Pacific, might more easily look upon scenes along the route of the Baltimore & Ohio that

might impress them as the very fullness of delight, and as reaching up to the maximum height of terrestrial glory.

The lingering autumnal verdure resting upon these majestic hills towering into mountains through West Virginia, Maryland and in the Old Dominion itself, the inspiring elevations, where here, in irregular meanderings and in varying altitudes, while there, in symmetrical development, were peaks of pines, often of stunted growth, companions, also, of the fir, the hemlock and spruce, all chastely, reverentially telling man of a God—these are visions of majesty to endure forever. Yea, these captivating, charming views of the Allegheny and Blue Ridge mountains were such an axiating enchantment that when the rapid movement of the train swept them from the entranced natural and spiritual organ of sight, it seemed to recall the mythological record of Tantalus and fill the soul with a sad regret that these most wonderful terrestrial glories were too grand and inspiring to endure. The slopes of mountains with their never fading moss, with their perpetual ivy clinging to them with a tenacity suggestive of a fidelity that should inhere forever mutually between two loving souls pledged in a sacred wedding; the shrub, the tree, the grassy spot and whatever of varied vegetable life adhered to the venerable mount, hoary with age, coeval, as it were, with the existence of Deity, how much of sublimity must inevitably have pervaded the spirit of the gazer upon these matchless scenes, who was quickened by the glorious impulses that move the artist and the poet! The springs, the rills, the rivulets, the brooks, the majestic Potomac itself, so glorious in the clearness of their rippling waters over pebbles, stones and rocks—oh, what an emblem of unfaltering constancy they were! Had the Great Teacher, who was oft in the mountain and by the sea of Galilee, looked upon these incalculable glories, with how much more of force might have been his exclamation: "But Solomon in all his glory was not arrayed like one of these precious manifestations of an infinite love."

The impressions of childhood days came back again with all the pristine purity of early teachings gathered at the sacred knee of a loving mother and a thoughtful father, and, as one's eyes rested upon the bubbling liquid of the babbling brooks, how apropos and felicitous were the words:

Sermons in stones, books in the running brooks, Life in the current and good in everything.

Of things beautiful and majestic in art and nature on the route—transcendently glorious—traversed by the Baltimore & Ohio railroad, is the Deer Park

hotel, Deer Park, Maryland; the Point of Rocks, near Washington Junction; the Baltimore & Ohio canal, or perhaps more accurately speaking, the Chesapeake & Ohio, from Cumberland to Georgetown, fed from the waters of the far-famed and glorious Potomac; Harper's Ferry, with all its romantic sanguinary history, the glories—natural and artificial—that lie about and around Piedmont, with its vast mineral resources, etc., etc. A New Englander of early days, enraptured with the majestic beauties unfolded in her stern and rugged hills, a voyager on the majestic Hudson, the scenery on whose river has been the wonder and admiration of the civilized world, a few of the glories of the Rockies; all these have I witnessed with feelings of wonder, love and praise; but, as a Kansan, who is delighted with its prairie swells and beauteous blessings, I must for the nonce, at least, chant the praises that came into my being as I traveled over the indescribably beautiful land over which the Baltimore & Ohio railroad runs. J. C. H.

Washington, D. C., Nov. 30, 1891.

ANOTHER "SCAB" CONVENTION.

From the Iowa Tribune.

The following choice piece of fiction is now going the rounds:

The Texas State Alliance met at Corsicana yesterday, and elected twenty-five delegates to the anti-sub-treasury convention at Memphis, Tenn.

Just think of it. This is the third time the State Alliance of Texas has met according to the New York paper correspondents. The facts are, every delegate sent to Indianapolis voted for Polk for president, Harry Tracy seconding the nomination, and every single one of them voted for the adoption of the report of the committee on demands. Next year the State Alliance will meet and reaffirm its allegiance to these demands. We venture the assertion that there were not twenty-five men present at the meeting referred to in the dispatch. We also venture the assertion that there are not twenty-five men of any prominence in the Alliance of Texas, who will attend or even countenance the Memphis convale.

The Advocate wishes success to the Enterprise.

Mr. Wilkins, who has operated as one of the leading sluggers on this paper for a time, has accepted an invitation to take full charge of an enterprise in Cincinnati and departed early this week for his new field. Ohio and Cincinnati need just such a shoulder striker in form of a newspaper as he will make for them.—Nonconformist.

Knight Templar emblems and society badges. Write for catalogue. JACCARD'S, Kansas City, Mo.